



Aviation Investigation Preliminary Report

Location:	Ocean Isle Beach, NC	Accident Number:	ERA25LA062
Date & Time:	November 27, 2024, 13:19 Local	Registration:	N814B
Aircraft:	ALEXANDER S ROLINSKI BOT JOURNEY	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Flight test		

On November 27, 2024, about 1319 eastern standard time, an experimental amateur-built Bot Journey airplane, N814B, was substantially damaged when it was involved in an accident near Ocean Isle Beach, North Carolina. The pilot was seriously injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 test flight.

The test flight occurred at Odell Williamson Municipal Airport (60J), Ocean Isle Beach, North Carolina.

According to the pilot, who was also a light sport aircraft repairman, the airplane was recently equipped with a Rotax 912ULS engine, which was “running poorly.” A few days prior to the accident, the airplane experienced a total loss of engine power while a flight instructor was conducting ground runs, which included takeoff accelerations on the runway. Upon troubleshooting, the pilot discovered that the floats on both carburetors were damaged and installed improperly. He then installed new floats in accordance with the Rotax Maintenance Manual. He also replaced all 8 spark plugs with new spark plugs and performed maintenance to the cowling and inspected the brakes. The pilot and flight instructor subsequently performed several ground runs of the airplane’s engine over a 2-day period.

On the day of the accident, the pilot continued operating the airplane on the ground, which included performing high speed taxi checks. All systems were normal and the engine idle was smooth. The pilot then intended to conduct a functional test flight in the 60J traffic pattern before releasing the airplane for use in pilot training.

The pilot taxied the airplane to runway 06, applied full throttle and checked that all systems were indicating in the green, and that the engine rpm was at approximately 5,100. The takeoff was normal with all systems in the green. Upon reaching 200 ft msl, the engine abruptly stopped without any warning or fluctuation in rpm. The propeller was “fixed” (not moving). The

pilot performed an immediate left turn to attempt to stay over the airport and pitched forward to maintain a glide speed of 40 mph; however, it became clear that the airplane was going impact trees. As the airplane neared the treetops, the pilot pulled hard aft on the control stick to stall the airplane and minimize forward speed and impact forces.

The pilot did not remember the impact. He egressed from the airplane and subsequently crawled to the edge of the woods where two individuals discovered him. First responders arrived shortly thereafter.

The wreckage was retained by the NTSB for examination.

Aircraft and Owner/Operator Information

Aircraft Make:	ALEXANDER S ROLINSKI	Registration:	N814B
Model/Series:	BOT JOURNEY	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KCRE,33 ft msl	Observation Time:	13:53 Local
Distance from Accident Site:	15 Nautical Miles	Temperature/Dew Point:	18°C /15°C
Lowest Cloud Condition:	Few / 3600 ft AGL	Wind Speed/Gusts, Direction:	8 knots / None, 140°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	29.98 inches Hg	Type of Flight Plan Filed:	NONE
Departure Point:	Ocean Isle Beach, NC (60J)	Destination:	Ocean Isle Beach, NC (60J)

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.90932,-78.434686 (est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Shane Graham; FAA/FSDO; NC Jordan Paskevich; Rotech Flight Safety ; Vernon
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.